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LARGE RED SNAPPER HAUL.

The fishing sch. *Cavair*, formerly of this port, arrived at Pensacola, Fla., a week ago Saturday with 16,000 pounds of red snappers. This is one of the largest hauls made in some time. For seven days before reaching port, the crew were without food other than red snappers taken from the cargo.

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Herring at Sand Point, N. S.

A despatch from Sand Point, N. S., says that herring are very plentiful in the nets, and 30 barrels of mackerel were taken at Thorburn, the first trap at Shelburne Light. Thirty barrels of squid were also taken. The schooners *Viola*, *Susan B. Snow* and *Georgie Campbell* baited at Sand Point last week.

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THE ST. PIERRE FISHING FLEET.

Suffers Large Annual Loss of Vessels and Men by Ocean Steamers.

Movement to Keep Latter Away From Fishing Banks.

The *St. John's, N. F., Chronicle* of recent date, contained from the graphic pen of its *St. Pierre, Miquelon*, correspondence, the following stirring story on the dangers of the Grand Bank, and how ocean liners crash into fishing schooners in the dead of night or foggy weather, together with some facts about this fishery and the French fleet.

"There is some talk among the French officials here of trying to induce the Atlantic steamship company to lay down rules which shall prevent their vessels from cutting across the Banks of Newfoundland. Many fishermen's lives are lost every year in the running down of schooners by steamers. Some day the boat may be on the other leg, and an ocean liner go to the bottom.

"There are two graveyards in this town hewn, like the sepulchre of Joseph of Arimathea, out of the rock, and the little wooden slab throws light on this subject. If a schooner is lost in a storm, the rest of the fishing fleet know all about it, and the record in the graveyard reads that so-and-so, a resident of these islands, perished in a tempest that swept the banks at such and such a time. The record is, of course, equally precise where the fisherman has died a natural death afloat or ashore. But where schooners' crews have suddenly vanished between dark and daylight or during fog, all the slab can say is that it is erected by a sorrowing wife or mother to the memory of one who 'disappeared with his shipmates on the Grand Banks and was seen no more.'

"In the graveyard on Dog Island, just opposite this town, a slab chronicles

The Disappearance of 15 Local Fishermen in One Night,

but not apparently in a storm. In all such cases Atlantic steamers are suspected.

"The first thing that strikes a visitor to St. Pierre is the number of widows and orphans. The French government and the municipality maintain an orphans' home. The widows do washing for the bank fleet, kneeling on stones in all weather by the streams that run from the heights of Cap L'Aigle and Pain-de-Sucre.

"Besides the St. Pierre fishermen who frequent the banks or engage in shore fishing from five to seven thousand men and boys come from France in the spring and return in the fall. It is safe to say that of this contingent from 50 to 75 on an average are drowned every season. Last year was one of the fatal years. A storm raged for days at the September equinox, and 20 schooners, their chains having parted, were hurled upon this rocky archipelago and the south shore of Newfoundland. In addition, three schooners were sunk by steamers, and all hands drowned. Eight other schooners were struck by steamers and damaged.

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Queer Custom of French Fishermen.

"The fleets arrive on the banks between April 18 and May 15. Among the French the patron of the schooner selects the anchorage. There are anchorages and anchorages. You may hit on one teeming with cod, on one that harbors nothing but anons, a bastard species, so-called, from having a black streak, resembling the tail of a donkey (ane) down its back, or one which yields mostly linguards or male cod, or one rich in moruettes or savignots, young cod. The genuine Al

cod of commerce is found principally on the Grand Banks. The cod of the Banquereau is not so heavy, and disappears in June, when the caplin begins to run. The smallest cod are those of the Bank de Saint Pierre, but they are of superior quality.

There are all sorts of superstitious notions in the heads of the patrons with regard to anchoring. A patron from Dieppe was once deemed indispensable because the Dieppoils were skilled in sorcery, but nowadays, a Fecampoils, Breton or Canalais does just as well provided he has the talent or knack of knowledge how to light on a good anchorage, though no one can describe this vein, except that it is a kind of instinct. Anyhow, once the schooner has anchored, it is bad luck to move from the spot until the time comes for you to carry the catch to St. Pierre, either for shipment to France as green fish, or delivery to the agents here for drying.

The Great Danger is from Passing Steamers.

"On a clear day there is no danger from the big steamers. In the first place, the steamer herself can keep a sharp lookout, and secondly, as the cod are lethargic in clear weather, it is not a busy time with the fishermen, and they would as lief see a steamer turn up as not.

"At 4 o'clock in the afternoon, the lines or tanti are laid out. The schooner is the hub of a wheel, so to speak, and the tanti radiate from it like spokes. A six-dory schooner usually has lines enough to carry 10,000 books. The lines are lifted at 4 in the morning and the cod taken off.

"The collisions occur chiefly in the night, when the fishermen are snatching a few winks, prior to 4 a. m. They have the proper lights burning at the mast and a watch on deck, but it is very dark, with fog or rain and the steamer is on top of them before they know it. If they have time to cut the cable, well and good; they lose death. If not, the "Tout le monde sur le pont!" is hardly uttered when they are literally wiped out by a huge mass of iron and steel careering along at 15 or 20 miles an hour. If they should be lucky enough to

Get Off With Their Bows Stove and a Man or Two Killed

by the impact, boats from the neighboring schooners soon arrive and ask: "Was she British or American?" "God knows," is the reply of the agitated men; "all we know is that we saw the flash of a monster and heard voices blaspheming in a foreign tongue."

"The fishermen take every steamer that hits them to be a passenger steamer, whether she is or not, and never by any chance speak of encounters with freight steamers, although I suspect that the latter are responsible for many of these disasters.

"One night a few years ago the *City of Rome*, from Glasgow to New York, crashed into the *Victor*, a 40-ton schooner from St. Pierre, with a crew of 13 men and a dog. Every fishing schooner has a dog or else a four-year-old black cat, with four white feet, "for luck." The *Victor's* bow was crashed, but she kept afloat. Capt. Young of the *City of Rome* stopped and sent out boats to grope for her. He then put Second Officer McKenzie and Seaman Nelson on board, and they brought the schooner and crew safely into harbor after three days' tough experience from leaks and storms. That feat will long be remembered here, because if the fishermen are to be believed the steamers usually proceed on their way as if nothing had happened, and tell the passengers who may have felt the shock that it was caused by striking loose ice or suddenly changing the ship's course.

Steamers Should Be Forbidden on Banks by International Agreement.

Nine out of every 10 collisions occur on the southern edge of the Grand Banks. It would not be difficult to establish an international rule forbidding steamers from going inside it. Such a rule would not affect the big liners, which take a more southerly route, but even if on rare occasions it did, it would add to the security of their passengers. The fishing fleet of all nations on the banks numbered 900 sail last season. The banks properly cover an area of 1700 square miles. The risk alike to ocean vessels and fishing vessels is sufficiently great to demand attention. A good many things have happened since the elder Pitt declared that England

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would defend Newfoundland as a training ground for her navy, even if an enemy were in possession of the tower.

"France and Canada are the only countries which now give bounties to fishermen. Newfoundland has been almost driven off the banks by the competition of France and by the competition of cod from Norway and Iceland, while the fisherman is in no great demand for modern navies, being of no more use than the veriest land-lubber on board a steam-driven iron-clad until he is licked into shape. The industry on the banks, once deemed so important by the United States as well as European nations, is on the decline. Cod are still abundant, but beef and pork have grown cheaper, owing to the operation of modern agencies, and Chicago or La Plate is a much more important place to the old world than the Bordeaux fish exchange.

not changed, but is about as wretched as ever. If a Frenchman, he has all he can eat of pork and all he can drink of brandy and loaded claret; but whatever his nationality is he is still a sort of white slave, on whom the elements have no mercy, and for whom his fellow-men care little. Of late a movement has been started in France for elevating him and protecting him from unnecessary danger.

"The French government now has a careful inspection made of the schooners before they leave port, and the old type of a floating coffin has been abolished. Regulations have been issued respecting medicine chests, the provisioning of dories before they leave the ship's side in case they should be carried adrift and other details of that kind. The demand that ocean steamers should keep clear of the banks is a step in the same laudable direction, and the officials here are in hopes that public opinion will support it."

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STILL NO MACKEREL.

Report of Small Fare Being Taken Off Seguin.

Mackerel have been an unknown quantity now for some time as far forth as the landing of any is concerned. This morning brings little or no encouragement to the situation. There is not a trip in, although no one can predict what may happen before night. It is pretty certain, however, considering the recent heavy weather and northeasterly gale that no fishing has been done this week, or could have been done had the fish been showing plentifully.

There is, however, some little encouragement in the following:

Our Portland correspondent writes that it is reported here by a reliable authority that sch. Robert and Carr got between 60 and 70 barrels of small mackerel off Seguin Sunday and salted them. The party making the report is claimed to have been alongside sch. Robert and Carr when she got the mackerel.

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Nova Scotia Fish Movements.

Yarmouth—Cod and haddock fair; halibut scarce.

Pubnico—Cod fair; herring and mackerel scarce.

Digby—Cod and hake plenty; haddock and herring fair.

Sand Point—Cod and herring fair.

Lockeport—Cod and herring plenty.

Liverpool—Cod, herring and mackerel plenty; about 27 barrels mackerel taken today; haddock fair; American vessel *Mary A. Gleason* taking ice.

Lunenburg—Cod fair; few mackerel in traps; banker *Hawaneer* from Grand Banks with 2300 quintals reports fish plenty.

Musquodoboit—Cod and haddock fair; herring scarce.

Isaacs Harbor—Few cod and herring reported.

Whitehead—Herring fair; cod scarce; some boats two barrels herring.

Arichat—Haddock and herring fair. Mabou—Hake very plenty; cod plenty; herring and squid fair.

Port Hood—Cod and haddock fair; hake and herring scarce.

SCH. ONATO'S LARGE TRIP.

Only One at This Port This Morning.

While arrivals here this morning are limited to a single craft, the trip makes up for this by its unusual size, sch. Onato, the craft in question, being laden to her fullest capacity with cod-fish, both salt and fresh.

Sch. Onato is from Western bank and this is her second cod shack trip this season. On her first trip, she stocked over \$4000 and this fare's proceeds will add nearly \$5000 to that, so that Capt. J. Henry Larkin's season to the eastward has been most profitable for himself and his crew.

The fare of sch. Onato is hailed for 100,000 pounds of salt cod and 120,000 pounds of fresh cod and she hauled in this morning at the Slade-Gorton wharf of the Gorton-Pew Fisheries Co. and will begin today to take out her big fare.

Vessel's Sailed.

Sch. Margie Smith, seining.
Sch. Grace Otis, Rips.
Sch. Lizzie Maud, Rips.
Sch. Rita A. Viator, swordfishing.
Sloop Minerva, swordfishing.
Sch. Waldo L. Stream, halibuting.
Sch. Morning Star, shacking.
Sch. Emily Cooney, North Bay.
Sch. Fanny E. Prescott, salt shack-
ing.
Sch. Cavalier, halibuting.
Sch. Grace Freeman, swordfishing.
Sch. Lillian, seining.

Today's Fish Market.

Cape North salt cod, large, \$3; mediums, \$2.75.
Cape North fresh cod, large, \$1.55; mediums, \$1.40.
Outside sales fresh western cod, large, \$2; market, \$1.65; haddock, 65c. and 67 1-2c.
Outside sales fresh eastern cod, large, \$1.70; mediums, \$1.50.
Outside sales salt Rips cod, \$3.60 per cwt. for large and \$3.25 for mediums.
Outside sales trawl bank salt cod, large, \$2.87 1-2; mediums, \$2.62 1-2; snappers, \$1.50.
Salt dory handline codfish, large, \$3.25; mediums, \$3.
Outside sales of round pollock, 60c. per cwt.
Bank halibut, 9 cents per lb. for white and 7 cents per lb. for gray.
Fresh large mackerel, 15 cts. each.
Fresh medium mackerel, 16 cts. each.
Salt shore mackerel, unrimmed \$18, per barrel.
Salt bullseyes, \$7.87 1-2 per bbl.
Board of Trade prices:
Large drift Georges cod, \$3.60 per cwt.; medium cod, \$3.25.
Large halibut cod, \$3 per cwt.; medium cod, \$2.75; snappers, \$1.75.
Trawl salt Georges cod, large, \$3.50, medium, \$3.00.
Dory handline salt cod, large, \$3.25, medium, \$3.00.
Eastern drift salt cod, large, \$3.50, medium, \$3.15.
Trawl bank cod, large, \$2.87 1-2 per cwt.; medium, \$2.62 1-2; snappers, \$1.50.
Salt cusk, large, \$2.50 per cwt.; medium, \$2.00, snappers, \$1.
Salt pollock, \$1 per cwt.; salt haddock, \$1; salt hake, \$1.
Splitting price for fresh fish, Western cod, large, \$2 per cwt.; medium do., \$1.65; Eastern cod, large, \$1.70; medium cod, \$1.50; cusk, \$1.65 for large, \$1.20 for medium, and 50 cts. for snappers; haddock, 65 cts.; hake, 65 cts., pollock, 60 cts.

Had Cargo of Cured Fish.

Sch. Lillian which has been running regularly here from Matinicus to the Gorton-Pew Fisheries Co., was here Monday with 800 quintals cured fish.

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Fishing Fleet Movements.

Sch. Elva L. Spurling has given up swordfishing and is fitting for market fishing.

Sch. Mary A. Gleason was at Liverpool, N. S., Sunday last and cleared for the fishing grounds.

FRESH FISH PRICES JUMP.

Eight Vessels at Boston Will Make Good Money.

With haddock bringing \$5.50 and cod-fish \$6.50 per hundred weight at T wharf, Boston, today, it is easy to guess that trade is good and fish not plenty. Since last report but eight vessels have arrived and three of these were swordfishermen.

Most of these came in yesterday afternoon, so that this morning for groundfish, the new arrivals figured up only two, hence the high price offered.

Swordfish were boosted up, too, to 11 cents per pound.

The steam otter trawler Spray has made another quick trip and sch. Gov. Russell, with 49,000 pounds of fish, is high boat and in for a big stock if the prices hold up.

There was excitement at T wharf yesterday morning over a report that there was a seiner coming up the harbor. It was not so, but the report spread, and brought dealers and buyers to the end of the pier. Glasses were got out, and the lower harbor scanned, but the question of the seiner was not settled until the schooner came near to the wharf, and then there was disappointment.

About 10.15 a swordfisherman was made out coming up the harbor under her own power, and it was not long before she was identified as the Valentinna, Capt. Charles O'Neil. Capt. O'Neil had 80 swordfish, which will keep him still well up as headliner of the swordfishing fleet. Capt. O'Neil reported that last Saturday he met the swordfishing schooner Hope, Capt. James Proctor, on the northern part of the Georges. The Hope had seven fish, and Capt. Proctor asked to be reported with all hands well.

The receipts in detail today are as follows:

Boston Arrivals.

Steamer Spray, 20,000 haddock, 15,000 cod, 2000 hake.
Sch. Catherine D. Enos, 59 swordfish.
Sch. Eddie A. Minot, 21 swordfish.
Sch. Valentinna, 80 swordfish.
Sch. Gov. Russell, 4500 haddock, 38,900 cod, 1000 hake, 6000 pollock.
Sch. Catherine and Ellen, 30,000 haddock, 6000 cod, 6000 hake.
Sch. Rose Dorothea, 7000 haddock, 22,000 cod, 6000 pollock.
Sch. Genesta, 15,000 haddock, 12,000 cod, 2500 pollock.
Haddock, \$5.50 per cwt.; cod, \$6.50; swordfish, 11c per lb.

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Pacific Halibut.

The New England Fish Co. has a car of Pacific halibut at Boston today.

Landed Bill Fish.

Sch. Valentinna, at Boston yesterday, has a bill fish, weighing 450 pounds.

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St. John's, N. F., Fish Notes.

Three more bankers have arrived in port from the banks for salt and supplies. Schs. Earl Grey, Capt. Corkum, and Revenue, Capt. B. Cook, and the Moran, Capt. Richard, are in, hailing for 1400, 1700 and 1400 qtls. of cod respectively. All belong to Lunenburg, and have been fishing for periods of three and four weeks. They report fish scarce. All are now taking supplies at Job's, and will sail again for the banks in a day or two. There are now five Lunenburgers at Job's taking salt, more than any at one time before.

Still another Lunenburg banker arrived in port, sch. Anna M. W., Capt. E. Ritcey, also requiring salt and supplies. She has about 1200 qtls. for four weeks' fishing. She will take her supplies at Job's.

On Saturday a week ago, the banking sch. Almeida, Capt. T. Hollett, was at Red Bay, and had trawled that day 70 tubs of fish. Sch. Marconi, Capt. Vallas, had taken the same day 50 tubs for six dories. There were four American bankers there all doing well with trawls, but strange to say, there was no fish to be got in traps.

BETTER OUTLOOK FOR MACKEREL

Sch. Harmony Lands
Fare of 135Bbls.
Taken on the Cultivator Shoal.

Several Other Vessels Secured Good Hauls at Same Time.

One never can tell anything about mackerel. Yesterday it did not look as though another flip would be heard from on Georges, and this morning the whole thing is changed, the arrival of just one vessel and the news she brings serving to again brighten the mackerel horizon and to once more cause hope to spring strong in the breasts of all interested.

Sch. Harmony, Capt. Augustus G. Hall, arrived this morning, and when her crew came up street they said they had on board 135 barrels of large, fine, fat mackerel, salted and vessel ploughed, and those to whom they first made the haul could hardly believe it, and thought they were joking. But they were not, it was a fact. They had the goods and the news quickly spread, so that as early as 7 o'clock Capt. Hall was displaying the fish to some of the buyers.

Capt. Hall reports getting the fish on the Cultivator shoal, a well known spot on Georges, and that six of the seining fleet were in company with him and as near as he could make out, five of these took fish when he did. The fish were taken on Monday and Tuesday, and the vessels there beside sch. Harmony were schs. Benjamin A. Smith, Natalie J. Nelson, Friscilla Smith, Ingomar, Lena and Maud and Lizzie M. Stanley. Schs. Victor, Saladin and Oriole were also there, but left before the hauls were made. There seemed to be quite a lot of small or ordinary sized schools showing there and now and then a big one would bob up.

Some of the Other Fortunate Vessels.

Sch. Harmony got her fare in two schools. Sch. Benjamin A. Smith got a big school, about the largest of any of the vessels. Sch. Ingomar got two schools and sch. Natalie J. Nelson also stopped the fish once. Sch. Lena and Maud did not get a haul as far as the Harmony's men could see and sch. Friscilla Smith got two schools. Sch. Lizzie M. Stanley got two schools and on Tuesday got another school late in the day and had her lights up a long time, so it is thought that she fared well on her last set.

On Wednesday it breezed up, the northeast gale coming on, and the vessels jogged off this shoal spot into deep water and seaway. It blew heavy, and Capt. Hall decided after it was over, to come home and land his trip before going back on the ground.

All the vessels that made hauls salted their fish.

It is hoped that the heavy gale did not drive the fish from this spot, as the Cultivator is a favorite mackerel place, great hauls having been made there in years past. The arrival of some of the other vessels from there with later news is now eagerly awaited.

Mackerel Sale.

The fare of salt mackerel of sch. Harmony was sold to the Gloucester Salt Fish Company at the lump sum of \$3300.

Fresh Mackerel at Boston.

A special to the Times this noon announces the arrival at T wharf of sch. Mary T. Fallon with 40,000 large fresh mackerel, taken on Georges. The fish sold at 36 cents each.

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Squid Scarce on Western Bank.

Capt. Oscar Lyons of sch. Eglantine reports squid scarce on Western bank recently. He fished for five nights without getting one.

Aug. 13.

Pacific Halibut at Boston.

The New England Fish Co. has one car of Pacific halibut at Boston today.